

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

UNSTARRED QUESTION NO:3445

ANSWERED ON:24.03.2005

USE OF OVER AGED COACHES AND ENGINES

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Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Railways is holding large number of over-aged coaches and Engines endangering the safety of railway passengers;
- (b) if so, the reasons for not weeding out the over-aged coaches and Engines; and
- (c) the remedial measures taken by the railways in this regard ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU)

(a) to (c) No, Sir.

The number of overaged coaches is very small. For example on 31.3.2004 there were 298 overaged Broad Gauge (BG) coaches out of 31879 coaches of passenger carrying designs. Even these overaged coaches are actually not being used for carrying passengers. Instead these are being used as camp coaches, staff vans and for other departmental needs.

As on 1.4.2004, about 12.51% of over aged Broad Gauge Electric Multiple Unit (EMU) coaches were working on Indian Railways. These have not been liquidated due to delay in availability of AC/DC EMU on account of teething problems in the electrical equipments supplied by Bharat Heavy Electricals Ltd (BHEL). These are however being nursed through special repairs to run them safely during temporary extension of their life.

Population of overaged locomotive is also small. Locomotives are condemned on age cum condition basis. All locomotives in service irrespective of age, are kept in good fettle to ensure safety of train operation.